

State of Alaska FY2009 Governor's Operating Budget

Department of Transportation/Public Facilities Planning Results Delivery Unit Budget Summary

Planning Results Delivery Unit

Contribution to Department's Mission

Optimize state investment in transportation and meet federal requirements through effective planning and programming.

Core Services

- Develop statewide and area transportation plans to guide transportation infrastructure development over the next 20 years and fulfill federal and state requirements.
- Coordinate the development, submission, and monitoring of the Needs List (a statewide list of transportation needs), and the federally required Statewide Transportation Improvement program, as well as the annual capital budget. Provide key analyses to the Commissioner on critical issues regarding capital funding for Alaska's transportation and public facility needs.
- Provide federally required highway data collection and analysis to state, federal and local agencies.
- Provide Geographic Information System (GIS) and Global Positioning System (GPS) data collection and analysis, as well as cartographic and other technical services. The result will be more accessible transportation data that can be displayed and analyzed in easy-to-understand ways.
- Develop and maintain the Statewide Transportation Plan and Public Involvement Plan.
- Provide administration of Scenic Byways Program, Safe Routes to Schools, Federal Transit Program and Federal Railroad Administration grants.
- Provide administration of the Alaska Highway Safety Office, and related funding from the National Highway Safety Administration.
- Provide administration of Urban Planning and State Planning Programs, as well as general accounting and administrative support.
- Develop and administer the Strategic Highway Safety Plan.
- Administer planning for resource and community access roads program.
- Develop and maintain the department's financial interaction with the Denali Commission Program transportation program.
- Oversee the web and phone 511 Highway Information System and Road Weather Information System.
- Develop electronic means of tracking performance measures for the programs administered by the division.

End Result	Strategies to Achieve End Result
A: Access optimal federal funds for highway construction projects. <u>Target #1:</u> A federally reviewed Statewide Transportation Improvement Plan (STIP) not less than 30 days prior to the federal fiscal year. (Sept. 1). <u>Measure #1:</u> Number of days difference between the target date and STIP transmittal for federal approval. <u>Target #2:</u> Adopt an updated Statewide Long-range Transportation Plan, compliant with the new federal-aid highway authorization law, SAFETEA-LU, by July 1, 2007 and every five years thereafter. <u>Measure #2:</u> Number of days difference between the target date and adoption of the plan by the Commissioner.	A1: Streamline and improve federal-aid funding process. <u>Target #1:</u> Decrease time needed to process federal-aid agreements and modifications by 10%. <u>Measure #1:</u> The percent change in time between the date that a funding request is logged into the Management Reporting System to the date it is sent to the Federal Highway Administration (FHWA) for approval.
End Result	Strategies to Achieve End Result
B: Achieve measurable improvement in highway safety.	B1: Increase the public's awareness of safe driving habits.

Target #1: A reduction in the number of fatal and major injury accidents of 1% per year over 5 years.

Measure #1: Number of persons with fatal injuries and major injuries accidents using a 3 year average.

Target #1: Improve voluntary seatbelt use by at least 4% as compared to the 5-year average.

Measure #1: Percent change in voluntary seatbelt usage as measured by the annual Alaska seatbelt use survey funded by NHTSA each year.

B2: Emphasize safety in transportation decision making.

Target #1: A federally reviewed Strategic Highway Safety Plan.

Measure #1: Undertake, prepare and complete a strategic highway safety plan, which follows AASHTO guidelines, within three federal fiscal years.

Major Activities to Advance Strategies

- Target behavior issues: high-risk youth and young drivers, areas of traffic congestion, seatbelt use, aggressive driving, etc.
- Evaluate any lapses of federal funds, and identify the cause. Compare as a percentage of all funds that are administered by the division.
- Create electronic tracking tools to enable a community to follow the history of each project through the STIP process.
- Create an overall communication strategy and related tools to enable faster and more thorough communications of changes occurring in the STIP.
- Provide design/build contract for HAR (highway advisory radio) and VMS (variable message signs) to enhance driver awareness of critical conditions.
- Ensure public awareness of the travel information system to ensure drivers are advised of changing highway conditions.

FY2009 Resources Allocated to Achieve Results

FY2009 Results Delivery Unit Budget: \$8,055,000

Personnel:

Full time	78
Part time	1
Total	79

Performance Measure Detail

A: Result - Access optimal federal funds for highway construction projects.

Target #1: A federally reviewed Statewide Transportation Improvement Plan (STIP) not less than 30 days prior to the federal fiscal year. (Sept. 1).

Measure #1: Number of days difference between the target date and STIP transmittal for federal approval.

STIP Review Timetable: Plan versus Actual

Year	Target Date	Actual Date	Deviation from Target
2004	Sept 1, 2003	Nov 1, 2003	61 days late
2006	Sept 1, 2005	Jan 23, 2006	114 days late
2008	Sept 1, 2007	June 27, 2007	34 days early
2009	Sept 1, 2008		

Analysis of results and challenges: An approved Statewide Transportation Improvement Plan (STIP) is essential if the state is to have access to federal funds once each federal fiscal year begins. Each STIP has a four year valid life. The target of having the STIP ready for federal review at least 30 days prior to the federal fiscal year beginning provides a cushion to deal with the time necessary for two federal agencies to conduct their reviews and issue letters of approval.

The above goal also ensures the division and regional staff are progressing in the many steps it takes to deliver the STIP. Efforts continue to shave time on the STIP development cycle, a process which has grown unwieldy in recent years.

In August, 2005, Congress passed SAFETEA-LU ("Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users"). Program funds for routine capital needs have decreased significantly in favor of over \$1 billion in earmarked projects, and this fact has been a major challenge for the division and the department—ramping down the regular program while ramping up for all of the earmark projects. In addition, the requirements for planning and public process in the new law have increased dramatically. Faced with additional requirements for involving the public and finer definitions of when STIP amendments are required, we will be spending more time asking for federal approval prior to implementing the STIP and funding projects.

Target #2: Adopt an updated Statewide Long-range Transportation Plan, compliant with the new federal-aid highway authorization law, SAFETEA-LU, by July 1, 2007 and every five years thereafter.

Measure #2: Number of days difference between the target date and adoption of the plan by the Commissioner.

Adoption of Statewide Long-Range Transportation Plan

Year	Goal	Target Date	Actual Date	Deviation from Target
2007	Commissioner Approval	July 1, 2007	Est. Jan 15, 2008	6.5 months

Analysis of results and challenges: The federal highway re-authorization law was passed in August 2005 which made sweeping changes to planning processes, apparently to streamline them. However, guidance and proposed regulations issued by Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) are more stringent, complicating the process with more federal requirements and steps. On February 14, 2007 the federal regulations that govern the planning steps required to use federal highway funds were issued. The July 1, 2007 due date for updating the plan became impractical since the release of the relevant rules left only 4.5 months. Efforts are being taken to accelerate the plan for an expected completion in mid-January of 2008.

SAFETEA-LU ("Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users")

A1: Strategy - Streamline and improve federal-aid funding process.

Target #1: Decrease time needed to process federal-aid agreements and modifications by 10%.

Measure #1: The percent change in time between the date that a funding request is logged into the Management Reporting System to the date it is sent to the Federal Highway Administration (FHWA) for approval.

Days to process federal highway project funding requests

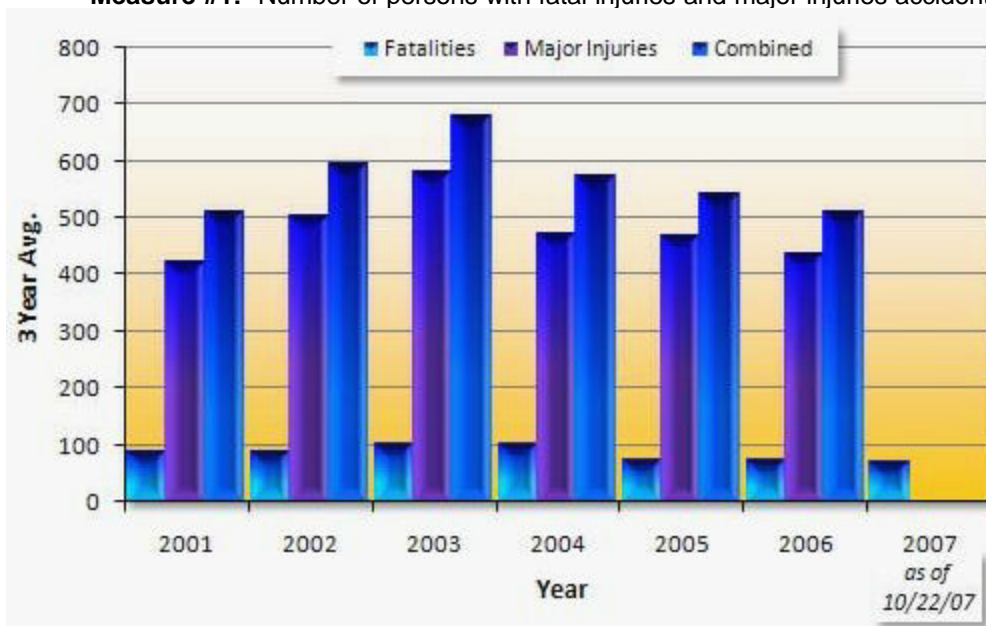
Year	YTD	% change from prior year
FFY 2001	5.5	
FFY 2002	5.2	-5%
FFY 2003	8.2	+56%
FFY 2004	9.2	+13%
FFY 2005	8.5	-8%
FFY 2006	9.2	+9%
FFY 2007	10.9	18.5%
FFY 2008	Target 8.3	0

Analysis of results and challenges: SAFETEA-LU ("Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users"), the federal-aid surface transportation authorization created a new set of problems for funding projects. First, flexible formula funding decreased, causing much tighter controls on cost increases to existing projects. Regions were required to offset cost increases with like decreases in other projects. Second, earmarks increased from \$68 million over the life of the previous authorization to over \$1 billion in SAFETEA-LU. Many of these earmarks have their own challenges—who is the sponsor, what are the particular program requirements, are the funds to be transferred to another federal agency. These issues have added to the average processing time for projects.

B: Result - Achieve measurable improvement in highway safety.

Target #1: A reduction in the number of fatal and major injury accidents of 1% per year over 5 years.

Measure #1: Number of persons with fatal injuries and major injuries accidents using a 3 year average.



Analysis of results and challenges: Fatal and major injury accidents are extremely costly to the individuals involved, and society as a whole. Medical costs, lost productivity and the emotional loss are extensive. Society also incurs costs in the form of accident response, public contribution to medical costs and rehabilitation, and even the cost of congestion due to accidents on busy highways. The National Highway Safety Administration

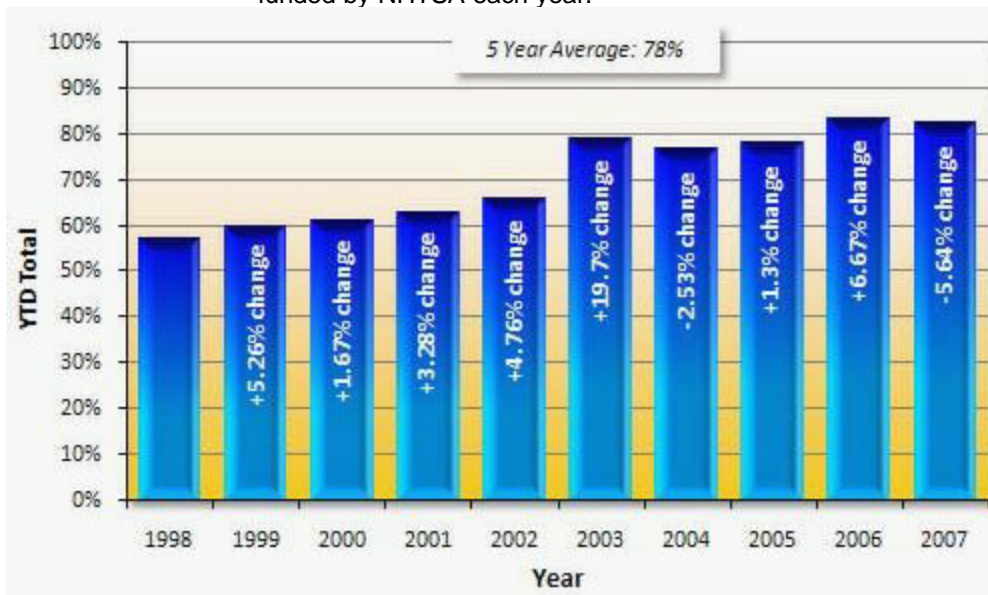
estimates the total costs of accidents in Alaska as more than \$500 million annually; the majority of these costs are the result of accidents involving major injuries and fatalities.

A major injury accident is one in which the most serious injury is incapacitating, including amputation, concussion, internal injury, severe bleeding, moderate or severe burns, a fracture or dislocation.

B1: Strategy - Increase the public's awareness of safe driving habits.

Target #1: Improve voluntary seatbelt use by at least 4% as compared to the 5-year average.

Measure #1: Percent change in voluntary seatbelt usage as measured by the annual Alaska seatbelt use survey funded by NHTSA each year.



Analysis of results and challenges: The Alaska Highway Safety Office is required by federal rules to perform a standardized statewide occupant protection survey each year in order to measure the agency's progress toward eliminating motor vehicle injuries and fatalities.

The Alaska Highway Safety Office strives to prevent the loss of life, personal injury, and property damage caused by traffic crashes, and to reduce the resulting economic losses to the residents of Alaska through outreach programs and federally funded highway safety grant projects.

The agency coordinates highway safety programming focused on public education, enforcement, promotion of new safety technology, integration of public health strategies, collaboration with safety and private sector organizations, and cooperation with state and local governments.

B2: Strategy - Emphasize safety in transportation decision making.

Target #1: A federally reviewed Strategic Highway Safety Plan.

Measure #1: Undertake, prepare and complete a strategic highway safety plan, which follows AASHTO guidelines, within three federal fiscal years.

Timeline to Complete Strategic Highway Safety Plan

Year	Target Date	Actual Date
FY 2007	June 2007	September 2007

Analysis of results and challenges: The US Department of Transportation, through several agencies (FHWA, National Highway Traffic Safety Administration, Federal Motor Carrier Safety Administration) is requiring each state highway agency to develop a strategic highway safety plan that follows 22 emphasis areas. Such plans are cross-agency in nature, addressing opportunities to positively influence safety through enforcement, engineering, driver behavior, enforcement of driving laws and other strategies. The Division of Program

Development will spearhead this effort, but it will eventually involve participation from a wide variety of other internal and external components that also contribute to highway safety.

The plan was completed and approved by the Federal Highway Administration as of September 2007. This met the legal deadline and ensured Alaska DOT&PF will receive approximately \$9 million in both 2008 and 2009 to help with safety projects.

Key RDU Challenges

Passage of the 1991, 1998 and 2005 surface transportation bills, most recently known as the “Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users” (SAFETEA-LU), expanded the requirements to inform and involve the public in development of transportation plans and programs. As a result, the statewide and regional planning staff must participate in a greatly expanded public involvement program that includes holding multiple meetings throughout the region and other communications with local government, tribal organizations and the general public. Planning staff then evaluate and rank all projects to identify the highest priority projects that are to compete statewide for federal highway funding. SAFETEA-LU contains a large number of earmarks along with many significant policy and legal standards and requirements attached to the funding.

Other significant new requirements in the SAFETEA-LU legislation pertain to safety. A new program, known as “Safe Routes to School” (SRTS) was established in federal law and each state must prepare a Strategic Highway Safety Plan, which addresses the full range of safety strategies, including hazard elimination, education, enforcement and emergency response.

The Division of Program Development along with the regional planning units will be completing work on the long-range transportation plan for Interior Alaska and will start an updated plan for the Statewide Policy Plan, to meet new federal requirements. These plans develop the 20-year transportation investment strategies for road, ferry, rail and air modes utilizing extensive local public involvement. This plan is under development and must be completed prior to any revisions to the STIP.

The Alaska Highway Safety Office identified major driver behavioral problem areas in the following categories: high-risk youth and young drivers; major urban areas with communities that have become recreational destinations; and the Municipality of Anchorage traffic congestion. Lack of child car seat and seatbelt usage continues to be an issue.

The state, in cooperation with the Federal Aviation Administration (FAA), has instituted an aviation improvement selection process based on priority needs. In order to accomplish this, the state needed to update master plans and maintain current airport layouts for each airport. The master plans identify planning, environmental, land, and development needs, and in the process of preparing the plans, regional staff provide public participation opportunities, such as public meetings, meetings with local governments, and coordination with the FAA.

New federal planning regulations, issued on February 14, 2007 dictate the need for changes in the state planning regulations. The new federal planning regulations must be followed when developing a new or amended STIP for surface transportation projects. These regulations emphasize the use of visualization tools to communicate to the public the status of funding and projects in development, and impacts to the overall program when project costs increase and schedules change that require a shuffling of projects. Implementing the new planning regulations without causing further delays in project delivery will be an ongoing challenge. This is exacerbated by high bids and skyrocketing construction costs that reduce the spending power of the limited federal dollars.

A lack of sufficient revenue in the federal highway trust fund is now widely predicted to result in a reduction of federal funds beginning in FFY 2009 (October 1, 2008). This downturn is predicted to go as deep as a 40% reduction. Coupled with very high construction inflation that has been experienced in Alaska, the reduction in the program’s ability to deliver projects will be significant.

Significant Changes in Results to be Delivered in FY2009

No significant changes are anticipated.

Major RDU Accomplishments in 2007

- Completed multiyear, federally required, major amendment to the Statewide Transportation Improvement Program

(STIP) for 2006 to 2009.

- Developed new procedures and desk manual for the management of funds in the Alaska Highway Safety Office.
- Continued the development update of regional transportation plan for Interior Alaska.
- Further maintained seatbelt usage and traffic enforcement statewide through safety education programs.
- Continued the development of new electronic tools to prepare and manage the STIP.
- Completed and submitted all required federal highway and aviation reporting to permit continued funding to the State of Alaska.
- Completed a new tool that provides up to 1,200 digital photographs of each mile of the state highway network, accessible over the web.
- The new Strategic Highway Safety Plan was completed on time and accepted by FHWA ensuring more than \$18 million in safety funds were made available to the state in both 2008 and 2009.

Contact Information

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Planning
RDU Financial Summary by Component

All dollars shown in thousands

	FY2007 Actuals				FY2008 Management Plan				FY2009 Governor			
	General Funds	Federal Funds	Other Funds	Total Funds	General Funds	Federal Funds	Other Funds	Total Funds	General Funds	Federal Funds	Other Funds	Total Funds
<u>Formula</u>												
<u>Expenditures</u>												
None.												
<u>Non-Formula</u>												
<u>Expenditures</u>												
Program	90.5	0.0	3,381.7	3,472.2	90.3	0.0	3,739.4	3,829.7	170.0	0.0	3,877.9	4,047.9
Development												
Central Region	107.4	0.0	1,558.7	1,666.1	96.6	0.0	1,567.2	1,663.8	115.5	0.0	1,665.0	1,780.5
Planning												
Northern	70.9	0.0	1,304.3	1,375.2	70.9	0.0	1,553.4	1,624.3	96.9	0.0	1,596.0	1,692.9
Region												
Planning												
Southeast	24.7	0.0	479.2	503.9	13.3	0.0	496.5	509.8	13.8	0.0	519.9	533.7
Region												
Planning												
Totals	293.5	0.0	6,723.9	7,017.4	271.1	0.0	7,356.5	7,627.6	396.2	0.0	7,658.8	8,055.0

Planning
Summary of RDU Budget Changes by Component
From FY2008 Management Plan to FY2009 Governor

All dollars shown in thousands

	<u>General Funds</u>	<u>Federal Funds</u>	<u>Other Funds</u>	<u>Total Funds</u>
FY2008 Management Plan	271.1	0.0	7,356.5	7,627.6
Adjustments which will continue current level of service:				
-Program Development	35.4	0.0	138.5	173.9
-Central Region Planning	18.9	0.0	51.8	70.7
-Northern Region Planning	26.0	0.0	42.6	68.6
-Southeast Region Planning	0.5	0.0	23.4	23.9
Proposed budget increases:				
-Program Development	44.3	0.0	0.0	44.3
-Central Region Planning	0.0	0.0	46.0	46.0
FY2009 Governor	396.2	0.0	7,658.8	8,055.0